

# 40,000 Rail Men Out; N.Y. Hit by Strike

(Continued from page one)

to preserve the integrity of their organization." Mr. Mantell says that he will have crews organized by morning for any emergency, and that foodstuffs and perishables will be kept moving unimpeded. Out of 110 trains affected by the walk-out he said only five were late.

## Strike Leaders Defy President

CHICAGO, April 8.—Strike leaders here today issued an ultimatum virtually setting at defiance President Wilson in his plan to settle the railroad wages controversy by the appointment of a railroad labor board. At the same time reports throughout the country showed that the walk-out which originated over the removal of a work train switchman from a position as conductor had spread to twelve railroad centers. The food supply of the entire Middle West was seriously imperiled when 800 switchmen and switch tenders employed in the New York Central belt line at Kankakee walked out. Kankakee is the connecting point for shipments of provisions between East and West.

Throughout the nation would follow the "insurgent" switchmen were realized when 3,400 men in the Pennsylvania shops at Fort Wayne left their posts.

The strike spread to railway clerks when a demand for a flat wage increase of 20 cents an hour was made by officers of the National Brotherhood. Two hundred and sixty clerks employed in the local terminal of the Chicago & Northwestern Railroad served notice that they will strike unless their demands are granted within a week.

Some of the locals of the old railway brotherhoods were reported as seceding in bodies. In many instances the old charters were draped in mourning while the new ones were draped with American flags. The new organization formed by John Grunau, whose removal is said to have precipitated the strike, is known as the Chicago Yardmen's Association.

The new organization already is said

to number thirteen locals in Chicago and vicinity. The organization sprung up over night. Representatives have been sent to all railroad centers, where they are said to be stirring the men to strike. They insist the word strike must not be used, but asked the men to "walk out individually." In this manner there is no fear of the law, they say.

Packing plants at the Union Stock Yards and steel mills at Gary, Ind., began closing down as the supplies of coal and the shipment of cattle were exhausted. Armour & Co. laid off 12,000 men during the day. The packers announced that every effort would be made to provide meat in Chicago and trucks were used in the place of freight cars.

A. F. Whitney, vice-president of the Brotherhood of Railway Trainmen, and S. E. Heberling, international president of the Switchmen's Union of North America, predicted to-night that the switchmen's strike would be broken within forty-eight hours.

## Says Famine Will End Strike

Famine will end the strike if the men "refuse to listen to reason," Heberling said.

"It would be possible under the terms of the transportation act to arrest those responsible for the strike for conspiracy, but I don't think such drastic measures will be necessary," he continued. "The men will be in the bread lines in two weeks unless they go back to work."

"If the strike continues much longer the public will demand government action and prosecution of the parties guilty of having caused all this suffering. The best thing the trainmen can do is to return to work to-day."

Heberling, like other union leaders, was depressed by reports of sympathy strikes in many cities. They still remain hopeful that another day will see the collapse of the "outlaw" unions.

The strike situation in Chicago showed some improvement during the day, but Whitney said that the traffic handled was still less than 50 per cent of normal. One thousand Brotherhood men from other cities have answered the call to come here as strikebreakers, he said.

Although conditions here showed improvement, the strike is spreading throughout the country from coast to coast. Reports to-night summarized the situation as follows:

Chicago—8,000 men out, freight traffic 30 to 40 per cent of normal; 40,000 packing plant workers thrown out of work with complete suspension of the plant, employing 50,000 men, in prospect to-morrow.

Gary—300 to 400 idle; 350 Brotherhood of Railway Trainmen members vote to remain loyal to their union.

East St. Louis—200 out; 5,000 in St. Louis.

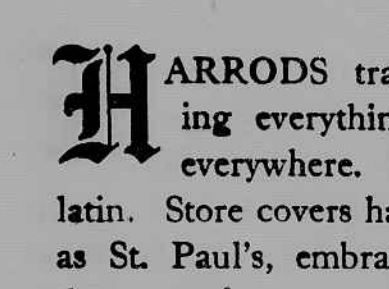
If you look back over the past few years of style-history you will find that there has always been an Earl & Wilson Collar leading the changes for American men.



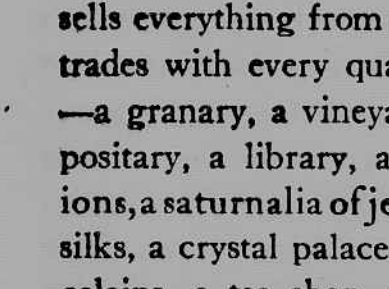
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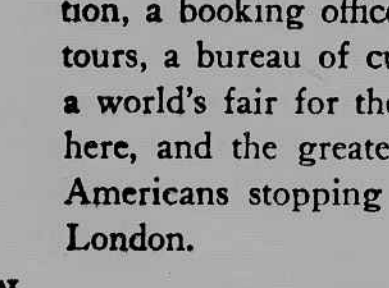
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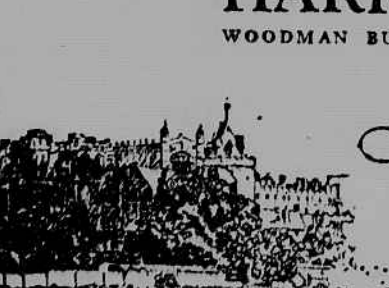
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# U. S. Chemists Plan Motor Fuel From Dried Leaves

## Agriculture Department Working on Scheme to Transform Straw Into Gas Which Would Run Trolley Cars, Automobiles, Stationary Engines

WASHINGTON, April 8.—The proposal of Henry Ford to run trolley cars around the streets of large cities with fuel made from straw, may soon be overshadowed by a scheme upon which the Bureau of Chemistry of the Agriculture Department is at work to make motor fuel from straw, corn stalks, cotton stalks or even dried leaves.

The bureau is erecting on its experimental farm near Arlington, Va., a small plant for the manufacture of this fuel, which will resemble in its properties water gas, whereas the Ford scheme involves the making of fuel from alcohol. The principal features of the plant consist of a large retort, a cleanser and a gas container, or reservoir. Through a process of "destructive distillation" the straw, stalks or leaves placed in the retort would be transformed into gas.

With this gas it would be possible to run motor-driven trolley cars, automobiles and stationary engines. Given such equipment the farmer could run his farm machinery, fill his water tanks and light his house and barn.

According to H. B. Roethe, of the Bureau of Chemistry, there is no doubt that gas of these qualities can be made from the materials named. The question to be solved is as to whether the gas can be made for these purposes economically enough to make it practicable, and whether the necessary container for the gas can be made compact enough to be carried around on automobiles and trolley cars and thus extend its use to ordinary transportation needs.

"So far as making the gas is concerned," said Mr. Roethe this afternoon, "the problem already has been solved at the University of Saskatchewan, in Canada, where I worked for some time. There was made the gas from straw and corn stalks, and it was carried in a large bag as a container, with a capacity for about one thousand cubic feet of the gas. This bag was attached to the roof of an automobile, and ran the car directly into the carburetor, which was of the ordinary type used on automobiles. The engine of the automobile also was of a standard type. With this fuel we ran the automobile around the neighboring country without the slightest difficulty."

Louis vote to "resign" at midnight unless demands are granted.

Chicago—Three hundred employees of the Lackawanna and the New York Central walk out.

Binghamton—Seventy-five Lackawanna yardmen quit.

## President Is Blamed For Railroad Strikes

### Wilson Urged to Nominate Members of Labor Board at Once to Settle Controversy

WASHINGTON, April 8.—The necessity for government action to end the strike of the insurgent members of the railroad brotherhoods which has spread generally throughout the country became so acute to-day that President Wilson was urged to send immediately to the Senate the nomination of nine members of the Railroad Labor Board created by the Cummins Railroad bill, passed by Congress in February.

It was intimated at the White House that the names of the President's appointees would be transmitted to the Senate to-day.

The President's failure to act was called to the attention of the Senate by Senator McCormick, of Illinois, who introduced a resolution calling for a complete investigation of the entire strike situation. The resolution, after brief debate, was referred to the Senate Committee on Interstate Commerce.

Senator McCormick charged President Wilson with direct responsibility for the strike.

"The information which I have on the strikes has been coming to me in the course of the day," Senator McCormick said. "At noon men had walked out in Buffalo, Toledo, Chicago, Kansas City and Los Angeles, together with smaller railroad centers. These walk-outs have taken place despite injunctions and the efforts of the respective leaders of the sixteen railroad road crafts. According to newspaper reports, the immediate cause of the Chicago strike was the dismissal of a conductor, but so far as I have been able to learn the actual cause was the failure of the President to appoint the wage board for determination of disputes regarding wages, under the new railroad act."

"Some ten days ago the committee of executives and representatives of the brotherhoods failed to agree. The men, led, or misled, by some among them, impatiently restless, and in cities, have disregarded the judgment of their responsible leaders and walked out. Later reports indicate that in some centers the situation is very grave. Since no commission has been appointed under the law, it seems appropriate that the Interstate Commerce Commission, or a sub-committee of it, should take steps to discover the facts and publish them to the country and to acquaint the Senate with them, to the end that moral pressure may be brought to bear to induce the men to return to work."

## Embargo Put on Chicago Freight at New Orleans

NEW ORLEANS, April 8.—An embargo on all freight for lines connecting with Chicago was placed in effect here late to-day by the Illinois Central and other lines, as a result of the strikes in the East and West.

## Small Lion With Large Roar Annoys Hammonont

### Escaped Circus Pet, With Habit of Roaming Village Streets, Regarded as Nuisance

HAMMONONT, N. J., April 8.—A small lion with a large roar, which escaped from a circus train Thursday night and since then has been roaming and roaring about these parts, has been recaptured by circus men, it was announced to-day.

The animal had come to be rather a nuisance, and there was talk of organizing a posse to capture it, but it was decided that would be a lot of bother to take for just one lion, so the village locked its doors early of nights, warned the children against playing in the streets, and hoped that they might come across, and endure the roaring and the roaring as best it might.

Ed Kelly, going to the meat market one evening about midnight, saw the lion under the butcher's steps. Ed's family had eggs for supper that night instead of the calf liver Mrs. Kelly had been counting on. Ed said when he got home that the lion had slipped his mind completely. Councilman P. Mottola, whose home is about twelve miles out of town, met the lion Friday night on the road near his home. Councilman Mottola says he had to say "scat!" good and loud before the beast would get out of the road.

## Syracuse Woman Eludes 'Reds' and Flees Russia

### After Two Years of Hardship Travels Most of Way Foot From Kiev to Crimea

FEODOSIA, Crimea, April 8 (By The Associated Press).—After two years of hardship and adventure in Soviet Russia, Miss Elizabeth Hollinger, of Syracuse, N. Y., has escaped through the South Russian zone of hostilities to the American Red Cross here. She is one of thousands of refugees now crowding the shores of the Black Sea, escaping an exodus through Russia's back door.

Miss Hollinger, who has resided for twenty years in Russia, was living at Feodosia, where she had been working in the daytime in a local cemetery and at night visiting the dwelling of humble friends, who secretly provided her with food. Eventually she was discovered and arrested, but on account of her nationality was released, though forbidden to leave the region.

Conditions were unbearable, so she escaped at the first opportunity and traveled afoot, suffering from cold and hunger, to Ekaterinodar, and thence walked to Novorossiysk, where she was cared for by the Red Cross. She was at that time in a state of almost complete exhaustion, numbed with cold and half-starved. Miss Hollinger plans to return soon to Syracuse.

## Single Tunnel Favored By Broadway Association

The Broadway Association adopted a resolution yesterday advocating the single type of tunnels in connecting New York and New Jersey by vehicular tube under the Hudson River. This plan is not favored by the tunnel commission. The resolution said:

"It seems to be the opinion of engineers that a massive concrete tunnel placed in position by the trench method would be constructed for a cost of money no greater than the expenditure contemplated for the pair of tunnels proposed."

This association hereby recommends to the Governors and legislatures of New York and New Jersey that special consideration be given to the above mentioned type, and that the prepared and bids asked for the same be received by the members of this association, based upon their experience of traffic conditions in the vicinity of New York, that expediently in case of emergency, when harbor traffic may be tied up by strikes, ice and weather conditions in the river, at least several times the capacity contemplated in the twin tunnels be absolutely necessary."

The type of tunnel favored in the resolution was explained at the meeting by T. Kennard Thomson, a civil engineer.

## Embargo Put on Chicago Freight at New Orleans

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# Dr. J. A. Brashear, Noted Astronomer, Dies in Pittsburgh

## He and His Wife Made First Two Telescopes He Used While He Worked in Mill; Helped by William Thaw

PITTSBURGH, Pa., April 8.—Dr. John A. Brashear, former chancellor of the University of Pittsburgh and one of the most eminent of American astronomers, died at his home here to-night after a long illness.

Dr. Brashear was born in Brownsville, Pa., in 1840, and received what little formal education he had in the public schools. He afterward learned the trade of pattern making and at the age of twenty-two was established as a millwright in a Pittsburgh rolling mill.

At an early age he developed an inclination toward the study of astronomy and spent his leisure hours after hours in gazing on the stars. Having no money with which to buy a telescope, he and his wife set out to make one themselves and after three years their first glass, a five-inch one, was completed. Not satisfied with its limitations, they set to work on a twelve-inch glass and after several failures made one which proved successful.

## Aided by William Thaw

Dr. J. A. Brashear, former head of the Smithsonian Institution, then in charge of the Allegheny Observatory, had for some time known of the work of the astronomer, and began to instruct him in some of the elementary instruments. At the same time certain astronomical articles which Dr. Brashear had written came to the attention of William Thaw, one of the patrons of the observatory, and it was he who advanced the necessary capital to enable Dr. Brashear to move to Allegheny and set up a shop there.

Perhaps Dr. Brashear's most important achievement was in connection with the design and development of the spectroscopic telescope, which was particularly useful for the study of the chemical composition of the stars. The mechanical parts only, the optical parts having been procured from Professor Storrs of the University of Pennsylvania, were completed by Dr. Brashear, including the prisms and all other optical parts.

Dr. Brashear's more purely scientific work also brought recognition, and about the time of his removal to Allegheny he was given an appointment in the University of Western Pennsylvania, of which the Allegheny Observatory was a department.

The John A. Brashear Company, Ltd., which Mr. Brashear formed with his son-in-law, has been devoted to the construction of apparatus for special work.

## Recognized as Authority

He has been honored with the degree of Doctor of Science by the University of Pennsylvania, and by Princeton University and the Western University of Pennsylvania.

Dr. Brashear was an authority on solar phenomena, comets and their physical changes, the formation of volcanic craters, with particular reference to formation on the moon and the development of astrophysical instruments.

Dr. Brashear devoted much of his time in recent years to discharging the duties of the relief of public school teachers created by the late Henry Clay Frick.

## J. J. Orvis Dies in Brooklyn

### Formed J. I. Case Implement Co. After the Civil War

John Jay Orvis, eighty years old, of 1281 Bergen Street, Brooklyn, Civil War veteran, organizer of banking institutions, and founder of one of the largest agricultural implement firms in the world, died on Wednesday at his home.

When a young business man in Wisconsin after the war, Mr. Orvis, formed the J. I. Case Implement Company. He sold his interests therein thirty years ago and turned his activities to building and loan institutions. He was a pioneer in that field in Cuba.

Mr. Orvis, who was born in Hamilton, Ontario, lived for many years in California. He retired from business eighteen years ago, and lived in Brooklyn for the last six years.

He is survived by a daughter, Mrs. William B. Scott, of Brooklyn, and a son, Dr. Ralph Orvis, U. S. Army, stationed at the naval recruiting office in this city.

Funeral services will be held this afternoon at 2 o'clock, the Rev. Dr. Walter Scott officiating. The body will be cremated at Middle Village, L. I.

## Col. John N. Partridge Dies

### Former Police Commissioner Was Once B. R. T. Head

SOUTH NORWALK, Conn., April 8.—Colonel John N. Partridge, formerly head of the Brooklyn traction company and otherwise prominently connected with the affairs of Brooklyn and New York, died yesterday afternoon at his home in Westport, where he had lived for five years. He was eighty-three years old.

He was born in Leicester, Mass. He enlisted in the 24th Massachusetts Regiment in 1861 as a lieutenant and rose to a captaincy. He served as Fire Commissioner in Brooklyn from 1882 to 1883 and as Police Commissioner from 1883 to 1888. He was president of the Brooklyn City News-Herald Railroad Company from 1886 to 1897. His most important work was as State Superintendent of Public Works, to which position he was appointed by Governor Roosevelt in 1899. He was Police Commissioner of New York under Mayor Seth Low in 1901, but resigned on account of ill health in 1902.

## Lieut. Col. Dean Buried

### Funeral Services at Armory

Funeral services for Lieutenant Colonel Frank A. Dean, who died of heart disease on Monday at his home, 497 Hudson Street, Brooklyn, were held yesterday in the armory of the 13th Regiment of the Coast Artillery Corps, with which Colonel Dean had been associated for twenty-five years.

The coffin, draped with the American flag, was escorted from Memorial Hall by six members of Company A in uniform. A guard of honor under Lieutenant Colonel B. H. Hendry, and a detachment of six privates from the Gates Avenue station, under Sergeant James Curley, escorted the cortege to Greenwood Cemetery. Three barouches were filled with flowers and representatives from every company in the regiment were present, as were members of the Veterans' Association, the American Legion and the George Russell Camp of Spanish War Veterans.

## W. S. McDowell, Ex-Mayor Of Chester, Dies Suddenly

CHESTER, Pa., April 8.—Wesley S. McDowell, former mayor of Chester, died last night of acute indigestion. He had been in Philadelphia in the afternoon and had dined there with a friend. He was stricken soon after and brought to his home, where he died.

Mr. McDowell, who was about sixty years old, was a coal and lumber merchant. He had announced his candidacy yesterday for the state Legislature.

## Obituary

**WILLIAM H. PLUNKETT**  
William Henry Plunkett, thirty, of 55 Decatur Street, Brooklyn, an inventor of motor car accessories and president of the National Shock Absorber Company, with offices at 323 Washington Street, Brooklyn, died Tuesday of pneumonia. He was born in Brooklyn. He was a member of Battery C, 24th Field Artillery, N. G. N. Y. He is survived by his wife, Mrs. Bernice Evans Plunkett; a son, William Wellington Plunkett, and his mother, three sisters and four brothers.

**JOSEPH BLOUIN**  
Joseph Blouin, seventy-six, a contractor, died yesterday in Tarrytown, after an illness of six months. He was born in Canada, but had lived in Tarrytown forty-five years.

**EDWARD A. HALL**  
Edward A. Hall, ship chain and anchor dealer, died Monday at his home, 734 Carroll Street, Brooklyn. He was born in Brooklyn fifty-two years ago. He was a member of the Montauk Club.

**CAPTAIN LEWIS C. SHILLING**  
LOS ANGELES, April 8.—Captain Lewis C. Shilling, scout and guide, foster-son of Kit Carson, associate of G. W. Custer, and a member of General John C. Fremont's California Expedition, died to-day at the National Soldiers' Home in Tarrytown, near here. He was eighty-eight years old.

**JAMES A. WILSON**  
James A. Wilson, a Brooklyn attorney and son of the late Thomas A. Wilson, who was president of the Brooklyn Yacht Club, died Wednesday at his home, 193 Hancock Street. He was a member of the firm of Wilson & Wagner. He is survived by his wife, a son, two daughters and a brother.

**MRS. MARY E. HITCHCOCK**  
Mrs. Mary Elizabeth Hitchcock, widow of Commander Roswell D. Hitchcock, U. S. N., is dead at her home in this city. She was prominent as a traveler, lecturer and author. In 1899 she wrote some time in the Klondike, investing in mining property. She afterward wrote a book, "Two Women in the Klondike."

**BRIGADIER GENERAL J. P. CILLEY**  
ROCKLAND, Me., April 8.—The death of Brigadier General Jonathan P. Cilley, who had been living for several months with his daughter in Alameda, Cal., was announced in a telegram received here yesterday. He was born in 1835 and was graduated from Bowdoin College. He was the first to enlist in the Maine cavalry in the Civil War. He was twice severely wounded, and for distinguished bravery was promoted to the rank of brigadier general.

**JOHN DOLBEY**  
PROVIDENCE, R. I., April 8.—John Dolbey, eighty-two, died at his home, a descendant of William Shakespeare, died to-day in the Home for Aged Men and Couples, where he and Mrs. Dolbey were living. He had been a shoemaker for twenty-five years. He fought during the Sepoy Mutiny in India.

**JAMES F. MITCHELL**  
James F. Mitchell, seventy years old, of Sherbrooke, Canada, died Wednesday night in the Commodore Hotel, of apoplexy.

## OBITUARY NOTES

**JOHN L. GOLL**, seventy, of 259 Flatbush Avenue, Brooklyn, died at his home Tuesday. When he retired from business, eight years ago, he was president of the Brooklyn Yacht Club. He is survived by his wife, Mrs. Charlotte Elizabeth Gould.

**MRS. JOSEPHINE PURVIS**, of 1728 Forty-fourth Street, Brooklyn, wife of William Purvis, a marine engineer, died Tuesday at her home.

**CHARLES BUTTERFIELD**, eighty-four, of 14 Irving Avenue, Brooklyn, died Tuesday at his home. He was a confectioner, died Tuesday at his home. He was born in England.

**WALTER**, seventy-two, of 1632 Forty-second Street, Brooklyn, died at his home Tuesday.

**JOHN HAMBEL**, forty-four, for several years employed in the circulation department of "The New York American," died Tuesday at his home, 181 Rutledge Street, Brooklyn.

## BIRTHS

**MOSCOVITZ**—Mr. and Mrs. H. Moscovitz, of New York City, said to be the birth of a boy, 34 pounds, April 6.

**SCHILLER**—To Mr. and Mrs. Solon Schiller (nee Miriam Goldberger), 215 West 21st st., a daughter, April 7, 1920.

**TOLINS**—To Mr. and Mrs. David B. Tolins, April 7, at Lloyd's Sanitarium, a daughter.

## MARRIAGES

**BROCKENBROUGH-CLARK**—On Tuesday, April 6, by the Rev. Albert L. Longley, at the St. Andrew's Chapel of the Cathedral of St. John the Evangelist, the marriage of Mr. Archie Brockenbrough, of New York City, and Miss Katherine Mitchell, Tallahassee, Fla., was celebrated. The bride was escorted by Mr. Mitchell, Tallahassee, and the groom by Mr. Mitchell, Tallahassee. The ceremony was performed by the Rev. Mr. Longley, of the Episcopal Church of St. Andrew's, New York City.

## DEATHS

**ADAMS**—Eliot C. Adams, Funeral at 235 West 145th st., April 9, at 1:30 p. m.

**APPLETON**—At the home of his son-in-law, Kenneth Ives, Dobbs Ferry, N. Y., April 7, William Gardner Appleton, son of the late Rev. Samuel Gilman Appleton and Sarah Ann Appleton, Funeral at the Episcopal Church of the Holy Trinity, 155th st., New York, on Friday, April 9, at 10 o'clock. Providence, R. I., and Haverhill, Mass., N. J., April 9, at 3 o'clock.

**BARTLES**—Herman, on April 8, Services THE FUNERAL CHURCH (Frank E. Campbell), Broadway, 66th st., Saturday, 2 p. m.

**BIRD**—Elizabeth Hammond, widow of the late Dr. John H. Bird, Funeral at 20 Fairview ave., Orange, N. J., April 9, at 3 o'clock.

**BRIGHT**—At 708 Riverside Drive, Mary, widow of the late John Bright, Funeral at 20 Fairview ave., Orange, N. J., April 9, at 3 o'clock.

**BRUMHARD**—Julia Ann, Funeral from the Chapel Home, Jamaica, L. I., Friday, 10:30 a. m.

**CARROLL**—Philip J., husband of Annie Carroll, at 943 Sherman ave., Brooklyn, Funeral at the Church of St. Angela Merici, 163d st., and Morris ave., April 9 at 10 a. m.

## A SACRED TRUST

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## LAWYERS MORTGAGE CO.

WILLIAM M. MERRITT, President. Capital and Surplus \$50,000. 40 Liberty St., N. Y. 254 Montague St., Bklyn.

## DEATHS

**CASSELL**—Patrick J., husband of the late Catherine Cassell, Funeral from 48 East 137th st., April 10 at 9:30 a. m. Interment Mount Olivet.

**CONWAY**—On Monday afternoon, April 5, at her residence, New York City, died Anna, beloved wife of Eustace Conway and older daughter of the late Edward P. Allen and Margaret Allen, of Milwaukee, wife of a general services Friday, April 9, at All Saints Church, 20th st. and 4th av., at 8:30 p. m.

**CORRETT**—Beatrice Elvina Corbett, Services at 217 West 121st st., Friday, 8:30 a. m.

**CREEDEN**—Jeremiah, husband of Eliza, Funeral from 423 East 135th st., Saturday, at 9:30 a. m.

**CLARK**—John L., wife of Harry Cummings, Funeral from 1342 2d av., Sunday at 1 p. m.

**CURTIS**—Michael, Funeral from 15 Grove st., April 9 at 3:30 a. m.

**DORRANCE**—Samuel Richmond, Funeral at St. John's Church, Providence, April 10 at 12 o'clock.

**DOWNS**—William J., Downs, of 1270 Spring pl., Brooklyn, Funeral 10 a. m., April 9, 1920. Interment Holy Cross Cemetery.

**FINCH**—Emma A., widow of the late E. Finch, Funeral, April 9, at 8 p. m. 10 Manor ave., Woodhull, N. Y.

**FORAN**—Sarah, Funeral services from St. James's st., Saturday at 8 a. m.

**GRIFITHS**—April 8, 1920, Charles Griffiths, of 120 West 14th st., New York City, died at his home, Saturday afternoon, 2 o'clock. Interment, Elmira, N. Y., please copy.

**HACKETT**—Mrs. Ann Hackett, Funeral services at St. Ambrose's Church on Friday morning.

**HAMBEL**—John Hambel, Funeral from 44 East 32d st., Brooklyn, on Friday at 1:30 p. m.

**HIRSCHLER**—Josephine, widow of the late Simon Hirschler, Funeral at 344 Park st., Newark, N. J., April 11, at 10 a. m.

**HITCHCOCK**—Mrs. Mary Elizabeth Hitchcock, late Commander Roswell D. Hitchcock, U. S. N., died at her home in this city, Tuesday afternoon, 2:30.

**HOPKINS**—Emma, on April 7, Services THE FUNERAL CHURCH (Frank E. Campbell), Broadway, 66th st., Friday, 12:30 p. m.

**JOHNSON**—Gertrude Agnes Johnson, Funeral April 9, 1:30 p. m., at 214 1/2 av.

**KEOGH**—Lawrence, husband of Catherine Keogh, Funeral from 164 Alexander ave., Bronx, April 9, 1920, Interment St. Raymond's Cemetery.

**LITTE**—At Summit, N. J., April 9, 1920, after a lingering illness, Harriet Little, wife of the late John Little, died at her late residence, 230 Central Park South, New York City, on Saturday, April 10, at 11 a. m.

**MAHEE**—Anastasia Veronica, wife of George S. Mahee, Funeral from 215 East 14th st., New York, April 10, 1920. Interment St. Raymond's.

**MDONELL**—Dora, Funeral from 217 East 11th st., Saturday morning.

**MITCHELL**—At his late residence, Benjamin G. Mitchell, April 7, 1920, Benjamin G. Mitchell, at his late residence, 224 West 125th st., Funeral private. Interment at Woodlawn Cemetery.

**MOTT**—On Wednesday, April 7, 1920, Edward Harold Mott, aged 75, Funeral services at his late residence, 10 West 125th st., New York City, April 9, at 2:30 p. m., on the arrival of train leaving Erie at 1:30 p. m. Interment at Woodlawn Cemetery, Honesdale, Pa.

The Sun Alumni Association—it is announced that many members of the association may find it convenient to express their appreciation of the service rendered by attending his funeral service, to be held at his late home, in Goshen, N. Y., at 3:30 p. m., April 10.

**WILLIS HOLLY, SECRETARY.**

**PARTRIDGE**—On April 8, a daughter, of Colonel John N. Partridge, husband of the late Mrs. Partridge, died at her home. Notice of funeral in another column.

**POSNER**—Anna, Funeral from 34 1st av., Friday, 2 p. m.

**POSNER**—On April 8, 1920, Captain C. W. of the late Dr. Edmund B. Posner, Funeral services will be held at 391 Greenwich st., New York City, on Saturday evening at 8:30 o'clock.

**REIS**—Emma, wife of the late Jacob Reis, Funeral at 166 Beach st., Interment Cypress Hills Cemetery.

**SHALLER**—On April 9, 1920, Julius Shaller, aged 72 years, died at his home, 215 West 125th st., New York City, on Saturday, April 10, at 2 p. m.

**SILLIMAN**—Affred Day, Services at St. Ann's, 40 West 45th st., April 9 at 4 p. m.

**ST. JOHN**—Margaret, Funeral from 642 East 88th st., on Friday, April 9, at 2 p. m.

**STRAN**—William A., husband of Isabella Stran, Funeral April 9, 2:30 p. m., from 643 Wilson ave., Brooklyn, Interment at Woodlawn Cemetery.

**SULLIVAN**—Julia T. Sullivan, wife of the late Lieut. Patrick J. Sullivan, at 217 1/2 av., Funeral April 9 at 9:30 a. m. Interment Calvary.

**TILLY**—Emma, Funeral from 183 West 88th st., at 9:30 a. m.

**VAN HORN**—The Rev. Corwin, Husband of Isabella Stran, Funeral April 9, 2:30 p. m., from 643 Wilson ave., Brooklyn, Interment at Woodlawn Cemetery.

**SULLIVAN**—Julia T. Sullivan, wife of the late Lieut. Patrick J. Sullivan, at 217 1/2 av., Funeral April 9 at 9:30 a. m. Interment Calvary.

**WARREN**—At Providence, R. I., Wednesday, April 7, 1920, Maria Elizabeth Warren, daughter of the late Dr. Warren, M. D., and Maria E. Warren, of Lyme, Conn., and beloved twin sister of William W. J. Warren, of Providence, R. I., died at her home, 161 Sherman ave., Brooklyn, on Thursday, April 8, at 3 o'clock. Interment Flushing Cemetery.

**WRIGHT**—Jane J. Tondre, wife of Albert F. Wright, Funeral from 221 West 14th st., Interment Calvary.

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